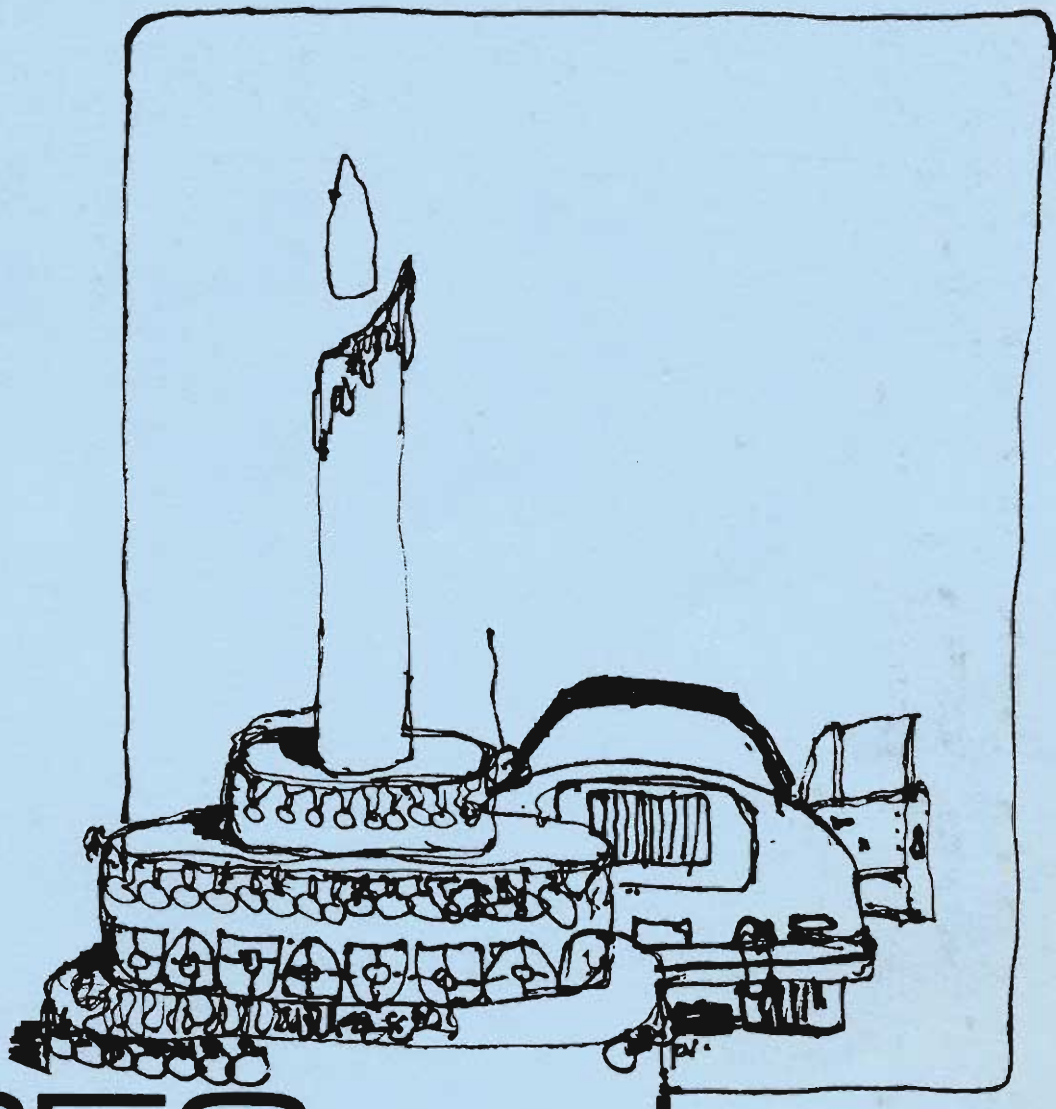




356registry



PORSCHE

VOL 2 No 1

OCTOBER 1975

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credits

Cover: Peter Vandine, San Francisco, Cal. In commemoration of the first anniversary of the 356 *REGISTRY* publication.

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The 356 *REGISTRY* is the publication of the 356 *REGISTRY*, an organization oriented exclusively to the interests, needs and unique problems of the 356 Porsche owner and enthusiast. Our goal is to help in the preservation and perpetuation of the vintage 356 Porsche.

(A 356 is defined as the similar body style series Porsche from the 1948 prototype through and including the 1965 356C models.)

The 356 *REGISTRY* is the central forum for the exchange of ideas, experiences and information . . . this will enable all to share the 356 experience of one another without one to one correspondences.

The 356 *REGISTRY* is a non-affiliated, independent and non-profit organization, by and for the members. Initial membership dues, \$10, U.S./year.

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Contributions are welcome. All submittals should be typed or printed, preferable double spaced. Color photos generally do not reproduce well; artwork should have good contrast. If you require the return of anything submitted, please include a self addressed and stamped envelope. The right to edit or refuse publication is reserved; not responsible for errors or omissions.

This issue: press run of 500 copies; 350 to members, 20 to potential advertisers and the balance for distribution to inquiries for information.

memo from the --'keyser'

EDITOR

There is another 356 organization that has started in Germany, *PORSCHE 356 VEREINIGUNG*, as you may have seen in the August '75 *CHRISTOPHORUS*. A copy of our last issue with details of our organization was forwarded to them and I am pleased to report that a reply has been received from one of the organizers, Hubert Schellburg:

"...Originally, we only wanted to found a Porsche-Club limited to the Federal Republic of Germany. As, however, more and more Porsche enthusiasts from the neighboring foreign countries joined the Club, we were obliged to found our Association Porsche 356 on a European basis...The primary task of our Association Porsche 356 is to help its members get spare parts. At present we are urgently seeking a front plate for the "C" model...We would be very much obliged to you if you could help us in this matter. In Germany it is no problem to get technical spare parts as they can be exclusively obtained from Messrs. Porsche in Stuttgart.

Moreover, our members help one another free of charge in case of a breakdown so that a costly towing by German automobile clubs is avoided.

In spring 1976 we shall probably have a meeting with the *PORSCHE 356 KLUBB SVERIGE* in Northern Germany. At this point I should like to emphasize that we should be glad to welcome you or some members of your club. We should really be very pleased at your visit. We shall let you have the corresponding invitation in due time..."

They have been put on our mailing list. Further developments will be reported as they occur. It

would be nice to send a delegation to their spring meeting...any volunteers?!

Jim Robinson, our owner-recommended-service - shop-coordinator has forwarded to me the current listing of workshops/ garages/ etc... although we are disappointed in the response, it is at least a start on what is a worthy and needed project. If you are interested in receiving a copy of the list, please let me know. If you have recommended garages/ body and paint shops/ upholstery shops, please forward the information to Jim. His address is 21853 Dumetz Road, Woodland Hills, CA 91364

All of you who couldn't make our first get-together over Labor Day really missed a fine weekend! Bob & Ginny Gummow did an outstanding job: the arrangements were complete in every detail from the delicious food to the first quality accommodations.. however the Kameraderie topped everything! You might think that you are the only one who is extreme in your love of the "bathtub Porches". I know that I felt that way for a long time...but *not* so. Not only are there a great bunch of people in our organization, but they are all just as crazy about 356's as you probably are! Some have been involved for 20 years-some just 1 year: all are just as enthusiastic. I finally met some of the "names" that until Labor Day were just names on mailing labels...only sorry that I couldn't have met more of you. It was a *good* time.

The old interest in a 356 *REGISTRY* crest/logo/ badge has been renewed... the original responses were pigeon-holed some time ago. I received many top-notch ideas from you, even published some of them. Anyone else who might have thoughts on this, get them in to me as soon as you can. We will display, next issue, come hell or high water our organizational crest. It will take all the best features of the ones submitted...as representative an effort as possible.

As many of you know, renewal letters went out with the last issue to the original group of *REGISTRY* members who have received Vol 1, No 1, October, '74. It now appears that some renewal letters went to members that still had some time left on their subscription. For this I apologize. As mentioned in the letter/questionnaire, errors were certainly a possibility because until recently, all the membership information was hand-tabulated by me. Again I ask that if there is any disagreement let me know...we do not want to compound the problem by dropping you from the rolls.

The renewal rate has been good so far- it will not be 100% because I'm realistic enough to know that you cannot please everyone. If you are in the group of dissatisfieds, don't get mad and leave because we aren't meeting your expectations...*change* the system to better suit your needs by getting involved-the *REGISTRY* is responsive. The results of the questionnaire have yet to be tabulated but generally everyone seems to be satisfied. There have been a lot of helpful comments and suggestions, which is why a questionnaire was devised. We can't do anything but improve or go anywhere but up with the interest and momentum that we have going!

technical

• VIC SKIRMANTS, Editor

Following are some tips from Rich Foster, Catonsville, MD.

1) Erratic turn signal blinking is probably caused by bulbs of incorrect wattage. Go by the factory recommendations. (Also check all possible ground connections).

2) The steering damper listed for Porsches by J.C. Whitney is the original equipment unit made by Boge, at about half the dealer price.

3) You can make your own replacement rubber bump stops for the rear deck out of G.E. Silicone Seal; but let it dry completely before closing the lid!

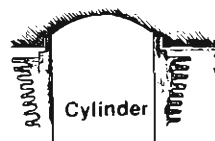
Rich also has some questions which other people probably have as well.

1) Does anyone know a reasonably priced source for new steel brake lines and rubber hoses? (No. I don't. Can anyone else help?).

2) I have a spare set of brake drums, but the edge has started to separate. Is it possible to weld this back together or otherwise repair it? (Assuming Rich means the aluminum is separating from the steel liner, I know of no way to fix this.)

3) Has anyone tried the 1700cc pistons/ cylinders from J.C. Whitney? What undesirable effects might there be from raising the displacement? (There are no problems with raising the displacement. I have only one cautionary note. Referring to the sketch:

CYLINDER HEAD



before installing the set, check for clearance at point "a". Make sure that the cylinder is not touching the head in this area. If it does, have the heads trimmed at that point; any machine shop can do this, the dimensions aren't important.)

Jon Ramer, Orlando, Florida, wants to know where to obtain the 3-prong, plug-in turn-signal flasher; VW ones don't work. I haven't run into this problem yet, does anyone have any sources?

John Carapiet, San Francisco, Cal, has a tip for owners of 1959 and older Porsches that have the white, beige, or gray dash knobs. He recommends putting them in lacquer thinner to remove the surface cracking that these knobs develop. He doesn't mention how long to immerse the knobs, or what other precautions are necessary. I haven't tried it, so I would recommend practicing with an extra or broken piece first. If anyone does try it, please pass along your experiences.

J.K. Martin, Oakland, Cal, mentions using a "Valve-Gapper" for checking his valve clearances. The unit consists of a dial gage and adapter and is made specifically for the 4-cylinder pushrod engines. I believe the unit was made by "P&G somebodyoranother", but when I tried to get one about ten years ago I told they had been discontinued. I then forgot about it until Mr. Martin mentioned it. This item used to cost around \$30, but gave very accurate readings. Does anyone know where to get one?

Bill Walsh, Pleasantville, NY, has the following helpful ideas:

- To install new interiors or re-cement carpeting to interior panels, use Weldwood Contact Cement.
- Most of us have a set of metric socket wrenches and simple allen wrenches (bar stock bent to L shape), however, not everyone has invested in allen sockets. An inexpensive make-shift solution when an allen socket is needed is to cut off with a hack saw an appropriate length of bar stock to fit into a standard socket with a protrusion to fit into the allen head bolt. A little tape will retain the allen insert to the socket.

- For Porsche enthusiasts with space limitations -- think small. A highly detailed 1/43 scale Porsche 356 speedster model kit is available from Auto Replicas Limited, 56a, Sandbanks Road, Parkstone, Poole, Dorset, England BH148BJ. Cast in heavy white metal sections, it requires minor filing, painting and assembly. Cost advertised recently is L. 3.52p plus 15p shipping. (Available in this country from Marque Products, P.O. Box 4843, 554 Vista Flora, Newport Beach, CA 92664)

- I am told by reliable source, but have not tried

myself, Zenith 32NDIX carb accelerator pumps are fully interchangeable with pumps for a 1965 Chevrolet, 2 barrel carb. (I haven't checked this myself, but it's sure worth a try)

- Wintertime problems with a frozen accelerator linkage (gas pedal won't return after releasing) can be remedied easily by spraying the coupling behind the fan shroud with a liberal coat of CRC 5-56 lubricant.

- A light coat of GE clear silicon under and around the windshield washer nozzles will stop the annoying drip down on your ankles in a rain storm.

- As a safety measure to avoid fire, I heartily recommend replacement of the fuel line slip fittings behind the fan shroud with standard tubing and stainless hose clamps. Hopefully, everyone already carries a charged fire extinguisher. (Good idea)

- An occasional application of light lubricant or CRC 5-56, using a wand, into the cable release tubes for the hood, fuel lid (if applicable) and engine compartment will avoid excessive wear, cable rust and avoid troublesome cable replacement.

- I have found that nothing cleans the white headliner as well as a rubdown with lacquer thinner. Use with plenty of ventilation.

For those of you with an immediate solution required to a 356 problem, I will try to help and answer your questions...send your questions and a self addressed stamped envelope (please!) to me. The more general or pertinent questions will eventually be published. I also welcome any hints or tips from readers.



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reviews

by Rick Foster, Catonsville, Maryland

I don't really know if the Porsche 356 that I own is typical of those owned by you other Registry members or not. But if it is, then maybe yours has over 100,000 miles on it, has developed more than its share of rust, and maybe it sags a little more in one corner than another. Well, if your Porsches are like mine, and if you are somewhat like me, then perhaps you wonder just what your car was like *brand new*. (If you are fortunate enough to have owned your car since it was new, maybe you'd like your memory refreshed?) One way to find out would be to look around until you found a 356 that had been purchased new, and then squirreled away in a vacuum for the last 15 years. Buy it for the small sum of \$7000 or so, and then you can sample the true flavor of Porsche newness. On the other hand, if you don't own an oil well, maybe you would prefer to send \$5.50 to *Road and Track* magazine, and get a complete set of all the Porsche road test reports they've ever printed. The tests themselves may be old, but the cars were new when they tested them!

These road tests cover quite a gamut of Porsche 356 models, and perhaps it would be best for me to list them: 1952 356/1500S coupe, 1954 356/1500S coupe, 1955 356/1500S speedster, 1955 356/1500 coupe, 1955 356/1500 speedster, 1956 356A/1500 Carrera coupe, 1957 356A/1600 coupe, 1958 356A/1600S speedster, 1959 356A/1600 Convertible D, 1960 356B/1600S-90 roadster, 1961 356B/1600S-90 GT coupe (competition model), 1961 356B/1600 coupe, 1962 356B/2000 Carrera coupe, 1964 356C/1600 coupe. There are also a couple of interesting non-356 models tested, for instance the 550 Spyder and the 904, as well as the later Porsche 911, 912, and 914 series.

Each road test follows essentially the same format as *R&T's* current tests. This includes descriptions of the car and its features, significant changes incorporated in the model under test compared to previous models, discussion of the car's performance and handling capabilities (plus riding comfort and interior appointments), and a thorough battery of acceleration, top speed, braking, and mileage tests. A data sheet with prices, dimensions, and mechanical specifications is usually given. It should be kept in mind when reviewing the performance specifications, that *Road & Track* tests their cars with two people aboard along with a considerable array of test equipment. This makes their figures a little on the conservative

side, or as they put it "typical of the results that the average owner can expect to achieve with skillful operation of his vehicle." In addition, all of the tests include several pictures of the test car, often with details of the interior, engine, and so forth. The later road tests have scale drawings showing the relationships of the engine/transmission, seats, steering, and gearshift. All in all, each test presents a thorough, knowledgeable, detailed description of the car and discussion of its characteristics.

While most of us are naturally interested in the particular test that comes closest to our model, it is still quite interesting to read through the whole series. From test to test, an excellent picture of the evolution of the 356 series Porsche can be obtained. Performance comparisons can also be easily made between various models. Was the Super 90 faster than the 1500 Carrera? You might be surprised. For that matter, one can discern a subtle trend in road test reporting styles, from the fanatically enthusiastic attitude of the early fifties to the more skeptical and pragmatic point of view in the middle sixties. In almost all cases, *Road & Track* has been very favorable impressed with its Porsche test cars. But that stands to reason doesn't it?

In addition to the *Road & Track* reprints, I've discovered several Porsche 356 tests in other magazines, which you may be able to find in libraries or used bookstores. (For the benefit of you Ohio members, Kay's Book Mart in Cleveland is one of the very best places to look.) While the other magazines may lack something of the year-to-year consistency that *R&T* shows, their views are still interesting, and I'll list the few tests that I've run across: *Sports Cars Illustrated*, June 1956, 356A/1600 speedster (plus Porsche engine technical article); *Sports Cars Illustrated*, May 1960, Road Research Report on 356B/1600 and 1600S-90 coupes; *Car and Driver*, December 1961, 356B/2000 Carrera coupe; *Car and Driver*, October 1963, 356B/1600S. All of these are informative, especially the very exhaustive Road Research Report mentioned.

Of course, there's one catch to all this road test business that I haven't mentioned yet. Once you find out what your car was like when it was new, you will undoubtedly decide that you'd like it to be that way again. And that starts the long, hard, fun process of restoration. Good luck with yours, and I'll let you know how I do with mine!

[Ed's note: Rick is receptive to ideas & suggestions on what you might like to hear about in future columns.]

of interest

(letters and other miscellany)

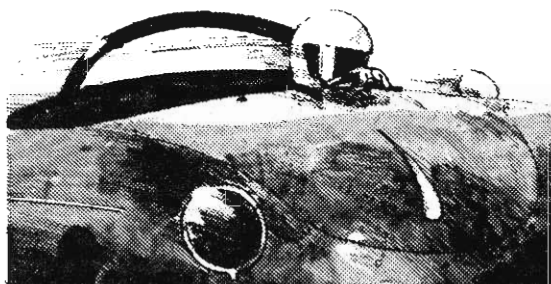
Some good news in these changing times of more and more restrictive automotive legislation: In Ohio owners of antique (defined as at least 25 years old) cars will not be subjected to strict safety inspections. This new law also exempts antique cars from regulations concerning noise, gasoline consumption and exhaust emissions. From Pennsylvania comes word that the Commonwealth considers Speedsters and some other 356's as classic cars. This means that for restricted usage (club functions, tours and occasional transportation to work) you can purchase a classic tag for \$29., good for life.

Those of you that have an interest in Spyders, the racing roadster that launched the Porsche legend, will not want to miss seeing *PORSCHE SPORT 1974/75* by Joe Ruzs. The book is generally concerned with more recent Porsche things but there are two chapters exclusively devoted to Spyders. It is available from your local P + A dealer.

The following comments were culled from completed renewal questionnaires: (the question on how to change the *REGISTRY* to better suit your needs)

"regular section on rust fighting & prevention/ more members' cars/ better layout; minimize continueds/ more content/ make bigger/ keep free from politics and social contrivance/ need a spare parts controller/ VW to 356 parts interchange/ get parts discounts/ Xerox tech manuals, shop & parts/ West Coast Holiday/ 356's in competition/ East-West Parade/ need more ads." The most commonly heard comment was on a restoration section. We desperately need someone with the proper credentials to handle a restoration section. Our members are crying out with ever increasing pleadings for something on this!

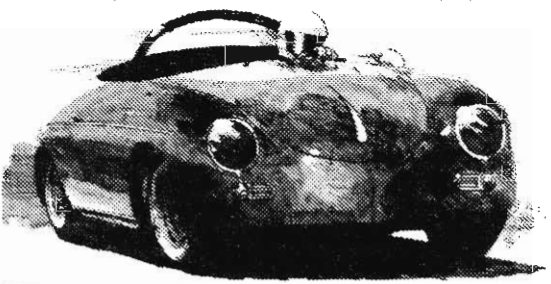
"...the best part of the *REGISTRY* is the technical section by Vic. We need *more* of the tips, short cuts and advice on the 'How to do its'. We also need articles on body work peculiar to the 356's. Like how to properly cut out and replace rotten metal. (Like just forward of the doors) I am sure all of us have found little tricks and time savers when it comes to working on our cars, and even with the risk of seeming basic or redundant as many of these tips as possible should be solicited and printed. I have already seen a few alternate parts listed and this



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should be expanded. Also a listing of recommended repair and body shops is an excellent idea. But like all good ideas it takes the participation of the members to make it work.

Chris Thompson, Danbury, Conn.

"On parts scrapping and availability, I suggest that an official inquiry from the 356 *REGISTRY* to the prime U.S. parts organization (VW Worldwide?) might at least make them aware of the groundswell of interest in 356 Porsches and that the individual inquiries that they must receive do not represent isolated cases. There must be some public-relations benefit that would accrue to Porsche and the U.S. representative, equatable with \$, that would cause them to retain older Porsche components and to encourage regional parts stockists to do so as well. Perhaps, as an alternative, they might publish (in *PANORAMA* and/or the *REGISTRY*) in advance contemplated scrapping of components, so that Porsche enthusiasts, singly or in groups, could have the opportunity to investigate and to purchase, if they wish.

In the context of 356 components, it is of interest

that the October 1974 issue of *CHRISTOPHORUS* mentioned that Porsche was considering restocking with the most-needed 356 parts. One wonders what the decision was...

You might be interested in the enclosed item from the Sept. 9, '75 *OLD CARS*, which describes the Mercedes-Benz effort in this area:"

"Factories like Daimler-Benz and Opel do their best to support those Clubs whose members are so faithful to the marque but limited public relations budgets cut services down to a minimum. However, the Mercedes spares department in Stuttgart-Unterturkheim initiated an almost unique step to help Mercedes Club members who own a type 170 (1948-1955): they advised all Dealers and official MB workshops to clear their stocks of type 170 parts and deliver them at scrap-prices (10 cents the kilo) to the Club who now runs a special mail order service; they received tons of valuable new Mercedes bits from which they easily could produce a few complete model 170 sedans..."

John Calvin, West Simsbury, Connecticut

"...to comment on B. Rollinson's complaints concerning insurance rates: my solution is to move to Manitoba, Canada. We have a government run no-fault insurance program which by comparison is dirt cheap. For my '62 B Coupe I pay \$189. annually. That includes \$50. collision deductible (no-fault) and \$500,000. public liability. My '69 912 costs \$239. for the same coverage. The rate is fixed no matter what your age or record however your drivers license cost varies. For example, males under 25 pay \$30. annually as compared to under 25 females who pay \$5. We also have the demerit system which adds up on top of the basic rate. All in all very favorable rates.

So come North...you'll get the added pleasure of seldom seeing yourself driving at you. In an average day I'll see a few 914's, very seldom a 900 series and even more infrequently a 356. *Besides the air is clear.*"

John Gray, Winnipeg, Manitoba

"About five years ago I was struck with "Porsche-Mania". Two years later, I found my Convertible "D" in the back lot of a Volkswagen dealer covered with snow. Since then my life has been a total upset!

My Porsche was really in sad shape--driver's window broken; tach, radio and clock missing; floors rusted out; seats ripped; hardly any carpet and a "holely" top!! The tires had to be pumped up before I could tow it home. To add insult to injury, my neighbor could not believe that I had paid \$500.00 for a "poochie" that didn't even run!

Since then I have invested in a complete engine rebuild, including a new set of heads. I have had to beg, buy and trade all kinds of parts. To my wife's dismay, all of these parts are scattered from my basement to my attic because my Convertible "D" is still not all together. This spring the body should be all completed. Progress has been slow, disheartening, frustrating and the most damn enjoyment I have ever had. I have even acquired a part time job to support my hobby.

The *REGISTRY* is the major proof that I am not the only screw ball in the world."

Jim Lowrey, Beloit, Wisconsin

356 *REGISTRY* Balance Sheet August 31, 1975

Current assets:		
cash in bank		\$2021.94
petty cash		11.00
accounts receivable		110.00
	Total current assets	2142.94
Office equipment	255.11	
less accumulated depr.	23.00	
	Net office equip	232.11
		\$2375.05
Current liabilities:		
Accounts payable	255.11	
Unearned subscriptions	1820.00	
Unearned advertising income	30.00	
Payable to Editor, out of pocket exp.	278.97	
	Total current liab	2384.08
(Deficit)		(9.03)
		\$2375.05

356 REGISTRY Statement of earnings,
to August 31, 1975

Income:

Subscriptions earned	\$1520.00
Advertising revenue	365.00
Sale of back issues, rosters & misc.	76.00

Total income	1961.00
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Expenses:

Typesetting, layout & printing	1360.52
Postage	379.20
Advertising	64.20
Supplies	84.87
Depreciation	23.00
Bank Charges	21.13
Telephone	26.03
Other	11.08

Total expenses	1970.03
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Loss for period	\$9.03
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feature

COURTSHIP OF A 356

by *Lis Stanton, Goldsboro, N.C.*

Back in 1964 when Stan and I were married, nothing in our vows included the words "356 Porsche". Of course back then we barely had the money to keep our 1955 Chev glued together, so I guess that he felt it wasn't necessary. I knew that he'd practically learned to drive as a dependent in Germany, and was delighted to be going there to live in 1970.

We had been there about eighteen months and the word "Porsche" kept popping up in the course of our dinner table (and any other) conversation. Then it happened. Stan went on temporary duty, and out from under my guiding influence, and come home with the worst case of Porsche fever I've ever seen. A young army type had a 356SC coupe for sale, for only \$1500! At the time our second car, Black Beauty, a 1956 Mercedes, was heading for trouble, and I think I even heard "Porsche" muttered in dreams. So we tooled on up the autobahn, looked at the gleaming red devil, took a ride, and said "SOLD!" This came hard for me, even though it was to be Stan's car, for I cut my driving teeth on a 1960

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• Door seal, Cpe. (R or L)	15.00 ea.
• Door seal, all open cars	6.00 door
• Rub. against crank wind. outside	1.00 ea.
• Rub leading edge of door	2.50 ea.
• 356B/C strips guard to bumper	2.00
• Step-plate rub. (R or L)	7.00 ea.
• Profile rub. top of step	4.00 ea.
• Spare tire strap	9.50
• 356A Hood-handles	18.00
• 356A License housing light	
complete (shine up or down)	65.00
• 356A License housing only	39.95

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fuel-injected Corvette and thought the Porsche quite underpowered, that tea-cup sized engine couldn't be worth much and must be a poor man's answer for a sports car. What I didn't know was that the word "SOLD!" meant quite a bit more than some money exchanging hands.

For the next year and a half, Stan spent his spare time (there wasn't much) tinkering with the Porsche, and grudgingly letting me drive it when he wasn't at home--like in Italy, Spain or some other exotic place. I had to practically bribe him to work on "my" car, because the Porsche came first.

This was the wedding, Stan and his 356. I figured that I came along about third on his list of priorities, after his F-4's and his 356, and which one of them came first was a toss-up. The hardest part of this marriage came along about the eighteenth month anniversary when we discovered that the little red devil had terminal rust. Stan continued to search for a viable solution to the problem (the \$5,000 re-build at the Stuttgart factory wasn't viable), and to drive her, daily, to work. He drove her with only imagination between the driver's seat and the road and prayed for 1) shallow puddles and 2) the seat rails to hold up. Finally, there had to come a parting of the ways. She couldn't be fixed,

and because she could no longer pass the safety inspection, she couldn't be driven. The divorce returned \$350 in alimony settlement to Stan. The heartbreak was unimaginable.

By this time we were shipped home to the States. We settled in rural North Carolina and bought a 1960 Opel for a second car. The Opel developed a number of diseases, but "Maybelline" did the right thing when she quit, her brakes went out in the driveway. This meant that we were a one car family in a two-car situation. I frantically started hunting for something that would do for Stan, that would hopefully have a longer life-expectancy than Maybelline, and that would be a little fun. Remembering the dedication he poured into the 356, I began combing the want ads for one (remember I'm the one without a car!) There was one Cabriolet in Fayetteville, but it had some of the most unusual damage to the underpinnings, that, after the original bad marriage, the courtship was dropped. Then, miraculously, a local lieutenant decided that he needed a station wagon, not his 356. Stan looked her over, made an offer. The lieutenant refused. The lieutenant called back a week later and accepted. The vows were taken, the bride money exchanged, and we were a menage-a-trois once again. Once again I hear the purr of the 356 as it comes home in the evenings, we take little trips searching for parts, the weekends are consumed fixing the little things, the evenings with lists of things that need to be done. She'll never be concours, but she'll be ours for a long time. The Corvette lady loves her too.

for sale

- 1952 TYP1 Coupe, #11500, crash gear box, 1300 engine, 1 piece windshield, runs well, needs body work. \$1650. or B.O., maybe trade for nearby convertible. Vic Zeller, 88 Gaffney Rd., S. Dartmouth, Mass. 02748 [617] 636-5370 eves 9-10 p.m.

- 1955 (late) 1500S Continental Coupe, #54173, 65,000 orig. miles, in storage for 8 years. 98% orig. - new bra, car cover, orig. owner's manual. New orig. color \$400. paint job (Ruby red). New Mich. XAS on new 15" chrome rims with like new crested hubcaps (I have the orig. 16"s). Completely rebuilt heads, starter, generator, new clutch, Solex carbs (C type), manifolds shrouding and oil cooler (I have the orig.'s), much more. No rust, never dented or scratched, always garaged, 2nd owner. \$4400. Jim Taughinbaugh, 42 Corte Encanto, Danville, Cal 94526 [415] 837-1868

- Electric fuel pump for A, B or C; \$10.. '56 Normal engine, lightened flywheel, super pushrods, Zeniths, extractor, chrome oil filter, 10:1 comp., hot cam; \$475., new Sekriut (original) windshield, fits '58 & '59 Coupes; \$75. Have 2 '59 bodies that I am dismantling, send wants and SSAE to James Taylor, Jr., R#1 Box 333-5, Wellford, S.C. 29385.

- '64 C Coupe. White/red interior, original carpet. Texas and Oklahoma car, zero rust, straight and intact, extra clean and original. All trim and bumpers, hubcaps original and perfect. Engine and trans smooth & quite. Phone days, [817] 267-1441.

- '59 356A Coupe for parts. No engine, gearbox or windshield. Body very bad, hood & rear deck lid good. Doors, no dents but much rust, \$5. ea. Interior & electrical parts, complete black vinyl upholstery for Cabriolet, nearly new, \$75. New rear bumper moulding 356A, \$20. Exc. left door for 356 or early 356A, skin only, \$30. SSAE for complete list. Shipping additional. Brett Johnson, 4410 N. Keystone Ave., Indianapolis, Ind. 46205

- '54 Cabriolet #60548, 1500 Super original motor, 63000 mi, very strong. New top, orig. material. Original leather seats with no sign of wear. All carpets original with no tears or freyed areas. Always garaged in Calif. Nothing missing from this benchmark. Original paint and gauges w/ owner's manual and original like new spare, Telefunken 3 band radio. Purchase of new home forces sale. Asking \$9800. Wesley Minear, 8432 Sharp Ave., Sun Valley, CA 91352 [213] 767-3570 Send \$1. for pictures.

- '57 Speedster 1600S. Rebuilt and balanced engine, mechanically perfect. Used only for hillclimbs and autocross since 1963. All emblems and trim intact and original. Red exterior, grey/black interior. Original Speedster seats. New Pirelli tires. Ph. day [817] 267-1441

- '61 356B 1600S coupe, #116418. Ruby red, exceptionally good body & engine. Always garaged & properly maintained. \$2600. J.W. Sewell, 14547 River Forest, Houston, Tex. 77024 [713] 497-5114

- '58 356A Cabriolet. New red paint, new clutch and recent top. Has '61 Super 90 engine. Originally from Calif., body and frame very solid. \$2800. or best offer. [216] 734-4193

- '61 white Roadster, #89147. 2nd owner. 1600S eng., exc. mechanicals, orig. solid floor, minor surface rust on upper body. Red inter., boot & tonneau with white top. 5 chrome wheels, new Michelins, Abarth. \$2700. Jack, [617] 531-0646

• 2 Weberx 48IDA's new in-the-box; original jetting, 37mm venturis. I would prefer to use them in trade for 356 engine, car or both, or 356 related parts but will sell them to good offer. *John Blackwood, 5215 Milam St., Dallas, Tex. 75206 [214] 823-4513*

• For 356A Coupe; bumper overrides for rear bumper with protection tube. These overrides have funnel-shaped piece which exhaust goes through. Part # 644.505.035.10, left and # 644.505.036.10, right. *John Reeve, 1486 Brandon Rd., Santa Ynez, Cal 93460*

• Parts new & used. 356 A,B,C, Carrera, 911 & 912, heads, new 716 trans case, gears, Carrera racing exhaust system. *Llew Kinst, 14 Berwyn Rd., Muncie, Ind. 47304* Buyer pays shipping, send SASE for list.

• I have found in Italy several beautiful 356's. Some are in perfect showroom cond., others are very good: all of them are absolutely rust-free and 90-100% original. I have color pictures of most. I'll be happy to help any member to purchase one of these cars, providing buying, shipping and pick-up assistance. Time required to get cars, 2-4 weeks. The following is a partial list with indicative prices C.I.F. an East Coast port: '52 Coupe, perf. body, 2 engines \$3,200.; '59 Carrera 1600, showroom & perf. eng. \$6,500.; '61 B Cabr. w/hardtop, fantastic, ver expensive; '63 B Cabr., very good \$4,500.; '6 Carrera 2, showroom & new engine, \$7,500.; '64 C SC, very good, \$3,000 & 3,500. *Enrico Plati, 203 E Marion, South Bend, Ind. 46601 [219] 288-6366*

• 356 arm rests, factory new old stock # 644 555 04301 and 044 01, avail. in black, beige, green, blue only. Specify right or left hand side. \$10. (this is a genuine original factory accessory for all 356/A, B, & C models. Also have a limited number of 356/356A reversing light switches, #356 62 083 3/ 644 613 541 00; \$7.50 ea. All items FOB. *Bob Boyd, 1821 Whitman Rd., Concord, CA 94518 [415] 686-1216*

• 1961 356B 1600S Coupe #113260 Excellent mechanical condition. Body, fair--needs work on front fenders and jack channels, but floor is solid. This car drives well and will provide an excellent base for restoration. \$1,500 or offer. *Peter Vanucci, 599 Tollis Parkway, Cleveland, Ohio 44147, [216] 237-6124 [Evenings]*

• Small selection of 356, A, & Carrera 1500 NEW parts. Send SASE for list. *D.A. Bartlett, 86TFW, PSC Box 3773, APO N.Y. 09009*

• '60 356B Roadster, 85% restored, paint & top like new. New Michelins, rust repaired and undercoated. New rubber seals and windshield. Strong base engine: #1-115lb, #2-120lb, #3-120lb, #4-120lb, new original type carpet. Beautiful Atna blue. Asking \$3000. *Patrick T. May, 2015 Briargate Lane, Kirkwood, Mo. 63122 [314] 822-4467*

• '64 SC, unrepairable damage to the floorpan & left side. Approx. 16,000 mi. on rebuilt engine. Minor damage to front fenders, front body panels, both doors; all are rust free. Window glass in doors unbroken, front bumper, headlights undamaged. 4 perfect wheels, 3 exec. Michelins. Quality, undamaged chrome luggage rack. Owner's manual, service records avail. Will require flat bed or dolly wheels for movement. \$500. *Edwin McIntyre, 119 Mark Ave., Syracuse, N.Y. 13205 [315] 478-2317*

• Anyone interested in an old, nice, original 1951 splitwindow VW? *F.M. Lemmon, Jr., 1120 Ebebezer Ave., Rock Hill, S.C. 29730*

• Cab. hardtop for A,B & C; good cond., min, rust, pop-out back windows, no mounts or panels. \$375. + shipping. '60-'62 Roadster softtop, bows very good, vinyl skin good cond. \$350. + ship. 4- 4 1/2 X 15 chrome wheels for C, pitted but straight & round \$70. + ship. *Bruce Dean, 1723 G St., Sacramento, Cal. 95814 [916]- 443-2764*

• Short 356/356A reproduction bumper guards (style w/o overrides) of polished aluminum. Pre '55 export cars and European thru '59 came with these. \$60./set incl. shipping, etc. (At least \$124./set from Porsche + tax and shipping...if you can find them!). Limited availability: extra care in production & selection of guards, suitable for concours, \$80./set. *Barrie Hutchinson, 5927 Cherokee Dr., Shawnee Mission, KS 66205*

• Original factory steel top for a Cabriolet. Includes all new hardware & instruction book. New black paint. *Bill Perrone, 618 21st St., Apt B, Huntington Beach, Cal. 92648 [714] 960-1076*

wanted

• For '64 Coupe: left window ratchet & arm, windshield washer tear drop covers, etc. *Roy Endersby, 766 Villa Ave., San Jose, CA 95126*

• For '56 356A Coupe restoration: stubby screwdriver for tool kit, color chart to buy or borrow, decals for engine shroud, coil & oil filter, wire mesh air cleaners. *Walt Sobek, 4709 Franklin, Western Springs, Ill. 60558*

• Late Speedster, Convertible 'D' or Roadster: only rust free, original examples need apply. Mechanical

condition will not eliminate the right car. Photos returned. Send complete details w/ phone number to Jerry Keyser, 216 Millfield Ave., Westerville, OH 43081

• Material contributions for Vol 2 No 1, 356 REGISTRY. Artwork, photos, articles, stories, anecdotes, what-have-you? Step forward and get your name in print. 356 REGISTRY, P.O. Box 7845, Cols., OH 43207

• Oil temp. sending unit for '59 356A Super. Also owner's manual. Glenn E. White, 1709 8th St., Moundsville, W. VA. 26041 [304] 845-8519

• The round black plastic piece that is on the back of the Cabriolet. It is held in place by a phillips screw. B. Rollinson, 60 Hamilton Ct., Palo Alto, CA 94301.

• to complete restoration of '62 Reutter Coupe need fuel pump or parts, Gas tank sender, front mat in concours cond., also '64C seat in medium blue, must be perfect! J. Paterek, 160 W. Westfield Ave., Roselle Park, N.J. 07204 [201] 245-7896

• Wanted: Carrera aluminum engine compartment lid (with louvers) for Speedster-644.512.001.27. Front bumper overrider bar for 356A, must be dent & pit free-644.505.015.01. (190mm). Spyder fender mounted rear view mirror (housing & mirror). Knock-off wheel "nuts" (removed turning clockwise) 356.68.121. Knock-Off wheel "nut" nameplates (Porsche & Undo stamped in center) 356.68.124. New rear window rubber seal for Hardtop 61-644.545.901.30. 1 plastic 356B/C rear window defroster duct-644.572.443.06. 0-8000rpm mechanical tachometer-644.741.302.05. Reliable source to weld & chrome pot metal Speedster headlight "grilles." D.A. Bartlett, 86TFW, PSC Box 3773, APO N.Y. 09009.

• 1948-1965 Porsche factory advertising posters, sales literature, shop/parts books, CHRISTOPHORUS magazines, etc. Will either purchase or trade similar items. Am also looking for an early style 356A Nardi steering wheel and a Porsche Formula 1 or II race car. Jim Perrin, 2041 Willowick Dr., Columbus, OH 43229 [614] 882-7625

• For '62 B Coupe: ashtray assem., AM/FM Blau radio chrome cover plate, window + door knob estucheons (black), moon hubcaps, rt. rear bumper guard, orig owners's manual, literature, uphols. screws-washers, window washer assem. compl., gas lever + filter assem., orig gearshift knob. Send info + price to J. Stephen Hopper, 502 Woodland Way, Anderson, S.C. 29621

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(203) 224-0253

• Technical type cutaway drawing of one of the Carrera-4 engines suitable for framing. John Blackwood, 5215 Milam St., Dallas, Tex. 75206

• Decor & bumper strips, new or unused for 356 & 356C. Tools; cap puller, gen. wrench, plug wrench, screwdrivers & open end wrenches for 356 & 356 C. Tool pouch for 356 & spare parts pouch for 356C, parts book & service manual for 356A & 356C. Super hubcaps with good enamel crests. Front & rear bumper guards & high overriding tubes for 356A. Bruce Dean, 1723 G Street, Sacramento, CAL 95814 [916] 443-2764

• SC Cabriolet, prefer in mint original condition, no rust or alterations. Would accept restored car only if done correctly. Will pay fair price and will travel anywhere in country for right car. Jerry Leonard, R#8, Box 284, Greenfield, Ind. 46140 [317] 326-2703

• For '55 Speedster: one set of cast headlight grills. John Carapiet, 994 Clayton St., San Francisco, CA 94117

• Late B or C to restore. Must be original and unwrecked. Priority is good interior, then good underneath, then good body, last engine. Prefer something close by. Mike Warner, 413 Ridgecrest, Chapel Hill, N.C. 27514 [919] 967-5757

• Vertical window channel weatherstrip, #644.542. 901.26 or a source of supply for such. (Stoddard says it's NLA.) John Calvin, 97 Hedgehog Lane, W. Simsbury, Conn 06092

• AM/FM radio, would prefer Blaupunkt for 356C. Must be in good working condition. Larry Dickinson, RD#1, Sullivan Dr., Lake George, NY 12845

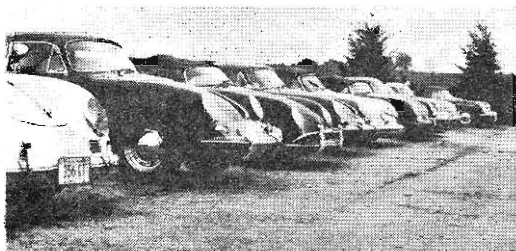
• Experienced restoration-person to do a regular column in the *REGISTRY* on restoration techniques, hints, tips, sources, etc. Will edit and polish if this is a hang-up. Reply to P.O. Box 7845, Columbus, Oh 43207

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"1st 356 Holiday"

★ ★ ★ ★ ★ ★ ★ ★ ★ ★ ★ ★ ★ ★ ★ ★

Photography by Ginny Gummow



The 1st 356 Holiday is now behind us...the first of what we hope will be many get-togethers. It is going to be hard to top (probably impossible!) the outstanding job that Bob and Ginny Gummow (or is it Ginny & Bob?!) did in hosting AND arranging the details for the Labor Day Weekend event. Everything was superb...truly a 110% effort...and Bob & Ginny are two of most sincerely gracious hosts you will ever find. To those of you who couldn't make it for the festivities, you were definitely the losers.

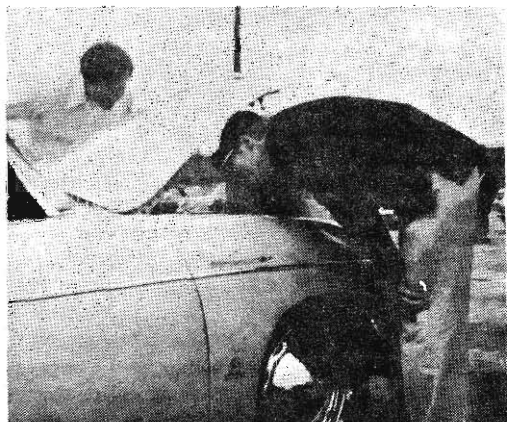
Saturday dawned on Rockford with overcast skies, torrential thundershowers and a cold wind from the North. Nice day for a Concours. Preparation proceeded, although not on schedule, in the 356 Platz area, between showers, as did the judging. Yes, there was a lot of wet (no, drowned) Speedster and Roadster carpeting.



In fact, the story that was circulating was that most of the water in the parking lot was brought in by the Speedster owners and dispensed by opening their doors.



Several registrants were not seen the entire weekend...the speculation was that they were washed away somewhere in a flash flood. There were members in attendance from California, Connecticut and Texas though!

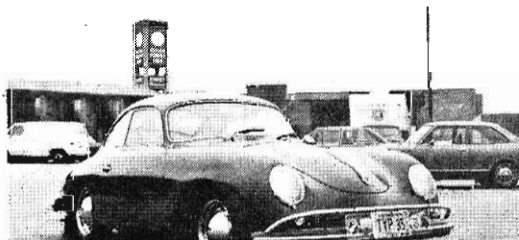


A good evening was capped off by the most generous door prizes provided by Parts and Parts, Stoddard Imported Cars, Rockford Porsche + Audi, Robert Bosch Corp., and Porsche + Audi Div, VOA.

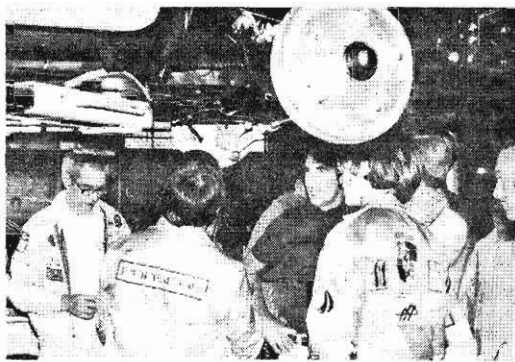
Sunday proved to be a nicer day with warmer weather on tap. Full advantage was taken of this turn of events in the weather situation by staying indoors for the morning tech session! An outstanding presentation ensued by renowned 356 authority Jim Perrin on the evolution of the 356 series Porsche, complete with slides. A lively discussion followed, Jim being assisted with fielding the questions by Brad Ripley and Mike Robbins. Who scored highest on the Tech Quiz, experts? Bud West?



Sunday afternoon found the group gathered under Bob Gummow's pristine '59 356A Coupe at the local Porsche + Audi + Mercedes dealership. (Bob's car won the Manhattan award for the overall Concours winner, the 17th PCA Parade, 1972...see "REDBIT", Vol 1, No 2, December 1974, 356 REGISTRY.)

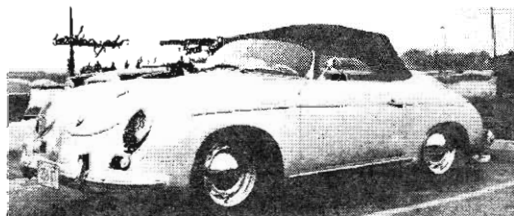


Membership Chairman Bill Durland, driving, and Editor Keyser, navigating, ended up hopelessly lost in beautiful downtown Rockford after missing the motorcade to the dealership which left on time! This, by the way, was the *only* event which was on schedule..it is suspected that keeping us away was planned for some reason which is unbeknownst to either of us, yet.



After a fine banquet in the evening, a letter from Dr. Porsche was read to the gathering, giving his regrets for not being able to attend. After discovery that the Holiday broke even financially and maybe came out a little ahead, it was decided by almost unanimous agreement that planning should start for the 2nd 356 Holiday, 1976. Volunteers and suggestions welcome!

AWARDS



1st, Class A (356 & 356A), Concours: Bud West, Cincinnati, Ohio, (Brenda Perrin, presenting).

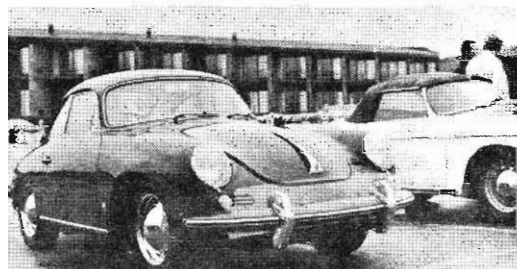
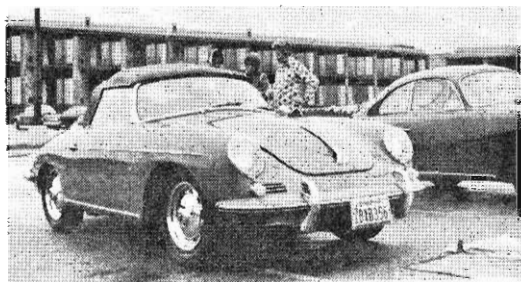




2nd, Class A, Concours: John Moyer, Michigan City, Indiana



2nd, Class B, Concours: Harry Willwerth, Evanston, Illinois. Harry and his wife, Ruth, have to be the most enthusiastic 356 REGISTRY "Pushers" (if we can borrow the term... Maybe it should be "Pullers"). To Meet Harry & Ruth alone was worth the trip!



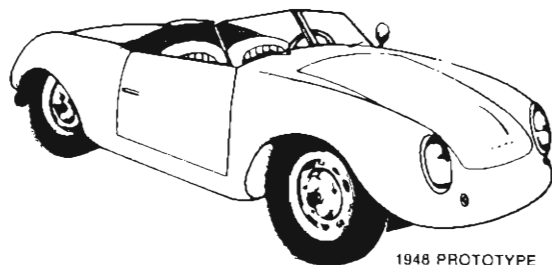
3rd, Class B Concours: George Scott, Laporte, Indiana.



1st, Class B (356B & 356C), Concours: Harry Muellich, Dubuque, Iowa



M.C. and host extraordinaire, Bob Gummow, presents Greg Lane with the "Basket Case Award".



1948 PROTOTYPE

Our sincere thanks to the door prize contributors:

Gene Babow, Parts & Parts, 658 Irwin St., San Raphael, Calif. 94901; Robert Bosch Corp., 2800 So. 25th Ave., Broadview, Ill. 60153; Porsche + Audi Div. VOA, No. Central Reg., 3737 Lake-Cook Rd., Deerfield, Ill. 60015; Stoddard Imported Cars, Inc., 38845 Mentor Ave., Willoughby, Ohio 44094; Rockford Porsche + Audi, 208 Kishwaukee St., Rockford, Ill. 61108.

My committee of one, Ginny, and I would like to thank the 21 registrants of the "1st 356 Holiday" for their participation. We enjoyed meeting all of you, and your enjoyment contributed much to the success of the event. Your letters and phone calls were humbly appreciated.

We would also like to thank our Concours judges, Ray Stonecipher (Wisc.), Mike Robbins (Ind.), Jim Perrin (Ohio), and Walt Sobek (Ill.), as well as Jim Perrin for his very informative presentation on the evolution of the 356. Well done everyone!

Hoping to see all of you next year, if not before.

Bob and Ginny Gummow

COMMERCIAL RATE SCHEDULE

Centerfold	(7 1/2" x 13")	\$75.00
Full Page	(7 1/2" x 6 1/2")	\$50.00
Half Page	(3 3/4" x 6 1/2")	\$30.00
Quarter Page	(12 square inches)	\$15.00

The above rates are for your ad ready for the camera, black ink, per insertion. Bleed not available.

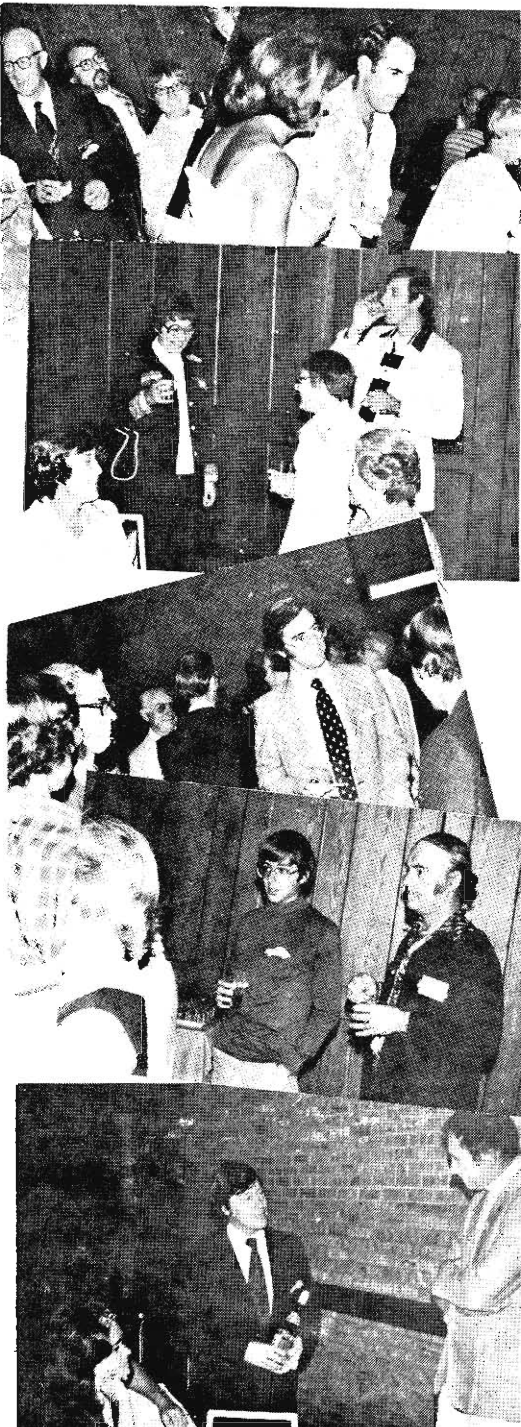
Ad preparation is available at extra cost. Submit your requirements for a quotation.

One time insertion in For Sale section, 50 words or less - \$10.00. Terms: Net upon receipt of invoice.

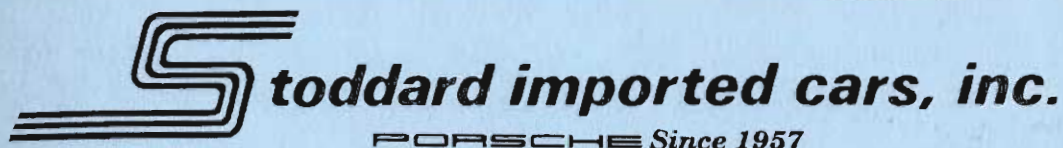
MEMBERS: Your ad(s) in For Sale/Wanted sections, no charge. Please try to limit your ad to 50 words or less. While space permits, your ad will appear in 2 consecutive issues; after that it must be expressly renewed.

The right to edit or refuse publication is reserved; not responsible for errors, omissions or misrepresentations.

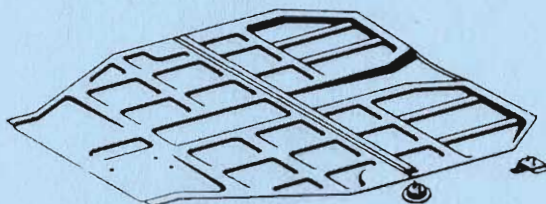
The deadline is November 26th for Vol. 2 No. 2; mailing on or about December 15, 1975.



Gummow makes one last play for Brad Ripley's door prize as Tami Keyser tries not to laugh.



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Now you can properly restore the rusty bottom of your 356! We now have in stock, ready to ship, reproduction floors as illustrated. Dies were made from original spare parts, insuring exact dimensions and depressions. Complete pans are supplied with seat rail and toe-board mounts.

Complete pan with mounts	\$215.00
Front or rear half only	130.00
Seat and toe-board mounts only	20.00

Write or call for specific details about ordering and shipping

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